




FDOT District One

Public Hearing
Harborview Road from Melbourne Street
to I-75
Project Development & Environment
(PD&E) Re-evaluation

December 5, 2023



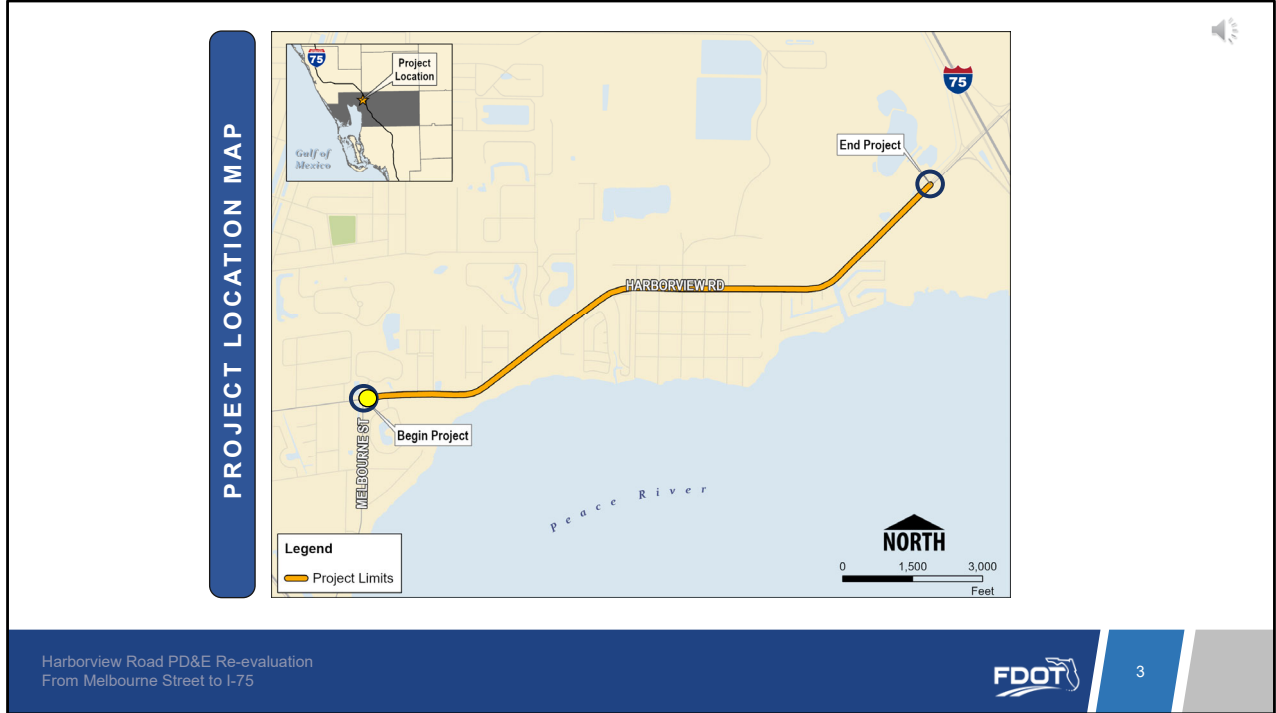
Welcome to the Florida Department of Transportation, or F D O T, public hearing for the Harborview Road from Melbourne Street to I-75 PD&E, or Project Development and Environment Re-evaluation in Charlotte County. We appreciate your attendance and participation.



Harborview Road PD&E Re-evaluation
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This public hearing is being conducted to give the public the opportunity to review and provide comments on the proposed design and associated effects on the social, economic, cultural, natural, and physical environment.



FDOT is preparing final design plans for Harborview Road from Melbourne Street and extending 2.3 miles to I-75, in Charlotte County. FDOT proposes to widen Harborview Road from the existing two-lane, undivided roadway to a four-lane, divided roadway with the addition of roundabouts at Melbourne Street and Frontage Road. Both Harborview Road and Melbourne Street are under the jurisdiction of Charlotte County.

Project Need

The project will also...

- Improve safety
- Enhance emergency evacuation
- Improve connectivity between US 41 and I-75

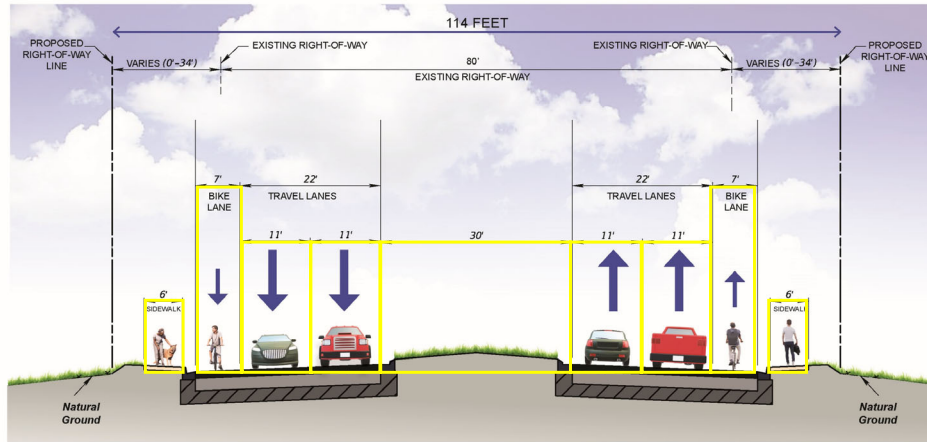
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The project is needed to accommodate increased traffic demand, including truck traffic, generated by projected growth in Charlotte County. The project will also improve safety along the corridor, enhance emergency evacuation, and improve connectivity between U.S. 41 and I-75. The project is part of the Charlotte County-Punta Gorda Metropolitan Planning Organization’s Long Range Transportation Plan and Transportation Improvement Program, the Charlotte County Comprehensive Plan, and the State Transportation Improvement Program.

PD&E Typical Section



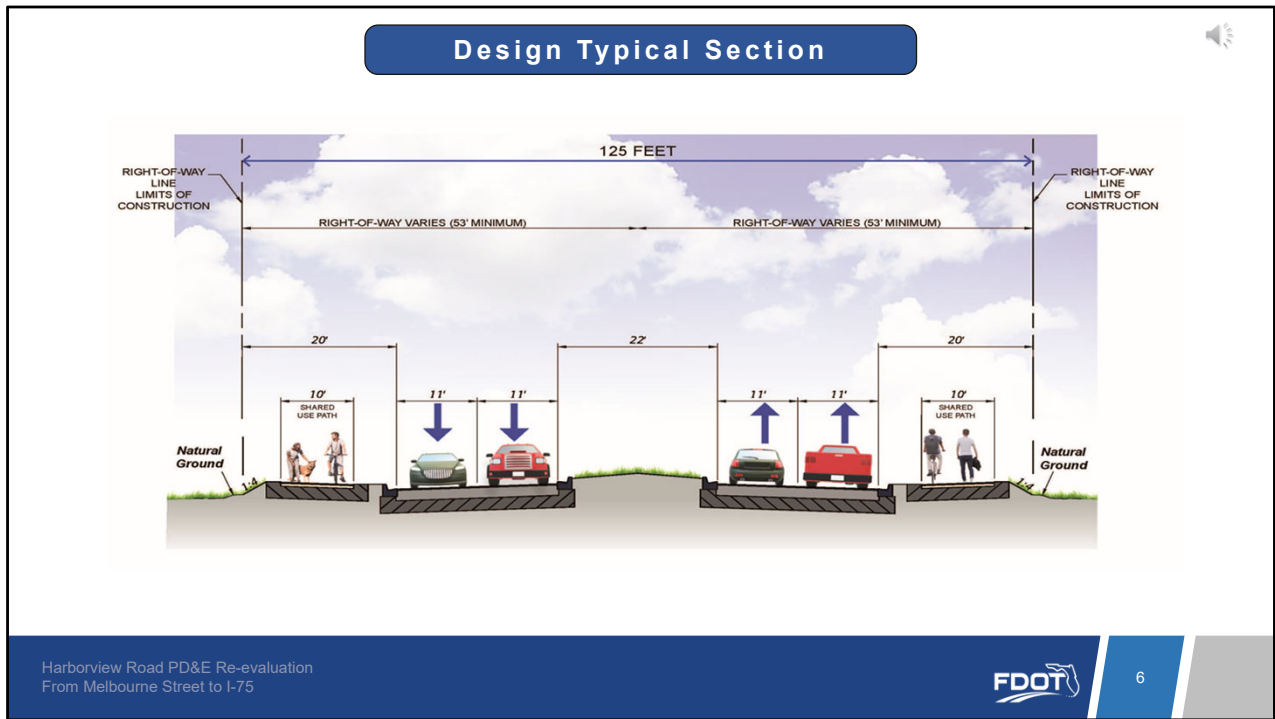
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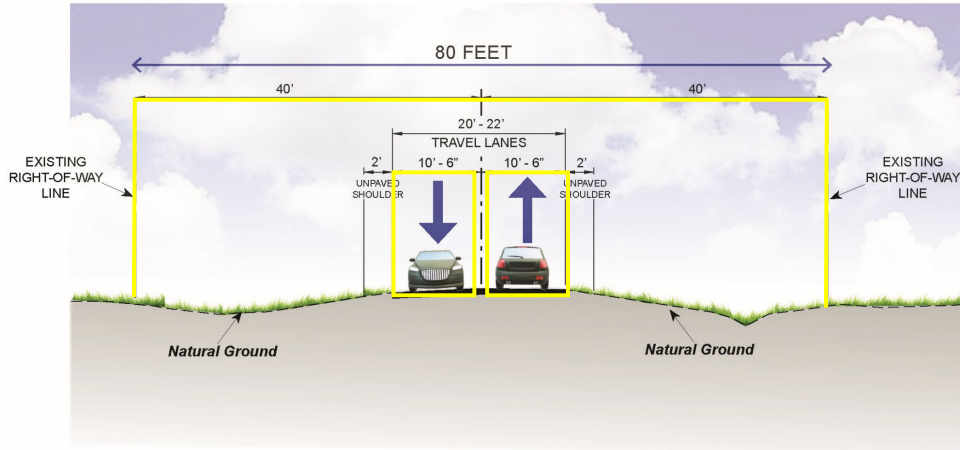
FDOT completed the PD&E study for Harborview Road from Melbourne Street to I-75 in 2019, with a preferred alternative of a four-lane divided roadway with eleven-foot travel lanes bordered by curb and gutter, a raised 30-foot grass median, and seven-foot buffered bicycle lanes and six-foot sidewalks on each side of the roadway. This alternative was approved by the FDOT Office of Environmental Management in October, 2019.

The design phase for Harborview Road began in 2020 and is ongoing, with an anticipated completion date of late 2025. FDOT is conducting a reevaluation of the PD&E study due to changes to the approved concept.



Since the approval of the PD&E, the typical section was modified and approved with a reduced median width and the addition of shared use paths on both sides of the roadway in lieu of the PD&E approved sidewalk and bicycle lanes on each side. Other design improvements include the flattening of the first road curve near Laverne Street. The roadway profile will also be raised to account for sea level rise. The number and locations of stormwater ponds were also refined.

Existing Typical Section

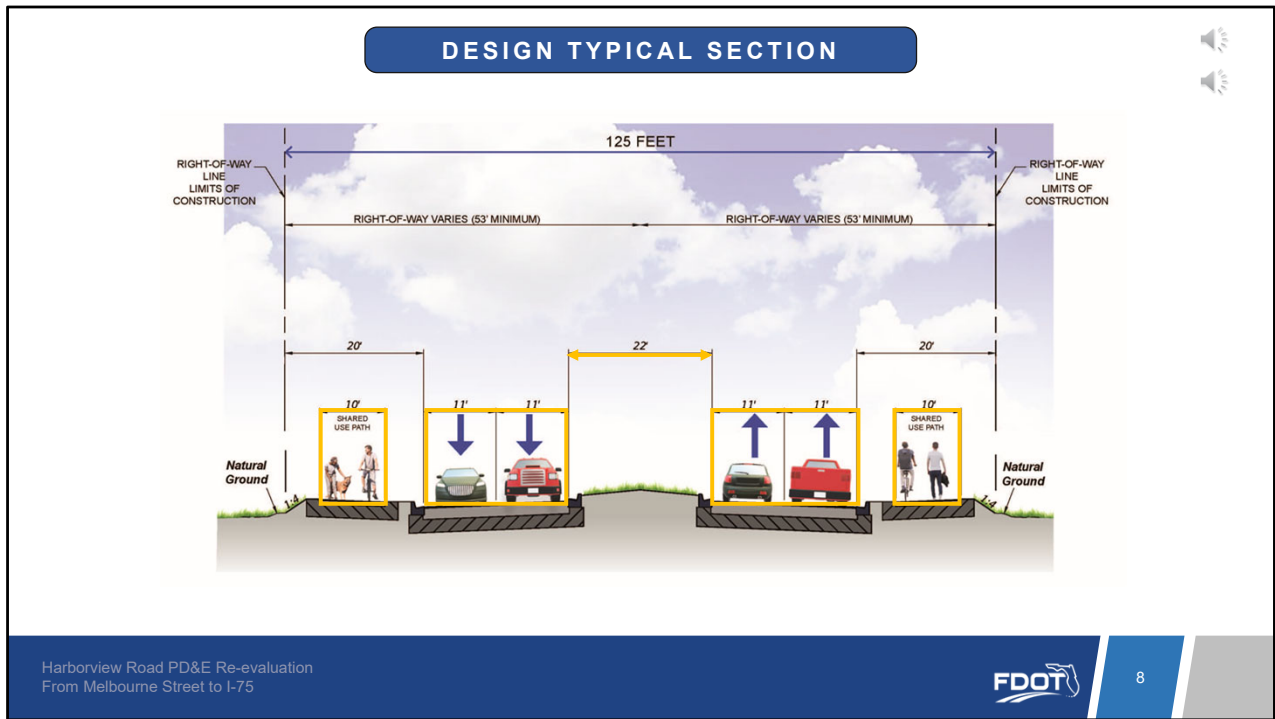


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Currently, Harborview Road is a two-lane undivided facility with ten and a half foot lanes – one in each direction – and no paved shoulders. The project corridor lacks pedestrian, bicycle, and transit facilities with the exception of small sidewalk segments at the western project limit and at four school bus stops. Stormwater runoff is collected in roadside swales and directed to Charlotte Harbor; there is no existing stormwater management system that treats or attenuates roadway runoff. The posted speed limit within the project limits is primarily 45 miles per hour, decreasing to 35 miles per hour through three of the horizontal curves within the project limits. In general, existing right-of-way along the project corridor is 80 feet.



Let's look at the proposed changes in more detail.

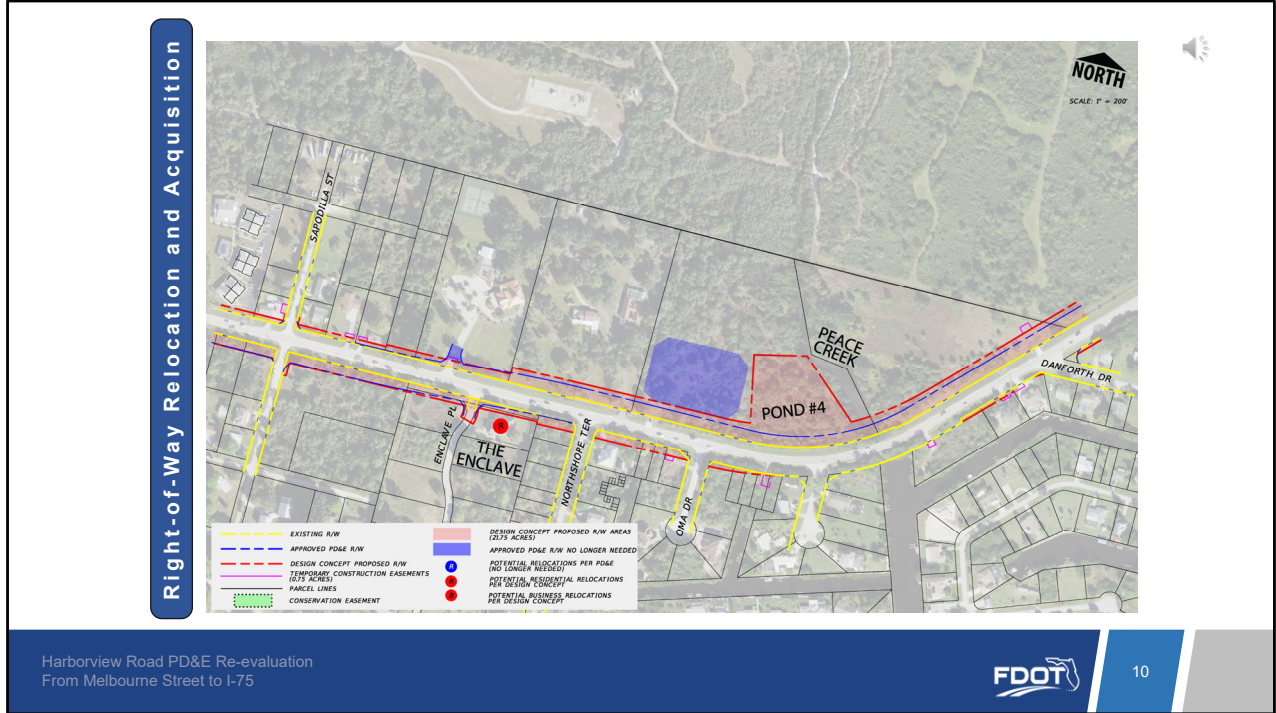
The PD&E Preferred Alternative included a four-lane divided roadway with eleven-foot travel lanes. The modified design still includes a four-lane divided highway with eleven-foot travel lanes, but the median width has been reduced from 30 feet to 22 feet. The reduced median width will not affect the posted speed of 45 miles per hour. Ten-foot wide shared-use paths are proposed on both sides of the roadway, in place of the six-foot sidewalks and seven-foot bicycle lanes on both sides, as proposed during the PD&E Study. The shared-use paths were proposed by FDOT and agreed upon by Charlotte County. Separated from the travel lanes, the shared-use paths offer a safer travel environment for bicyclists.



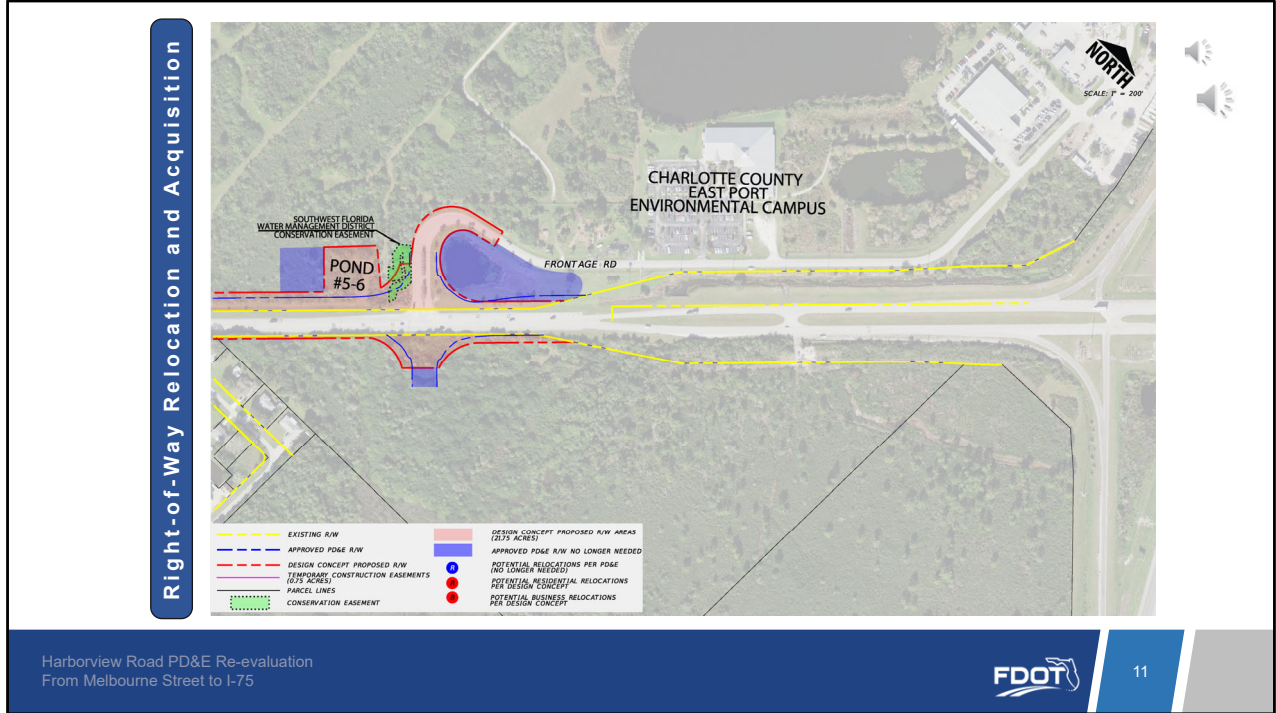
The primary design change in the roadway occurs at the first road curve near Laverne Street. The curve is being flattened from the PD&E recommendation to enhance safety for motorists. The roadway is also being widened to the north in this area to avoid a county conservation easement located east of Rolls Landing. This shift will also improve access to the properties on the south side of the roadway.

Additional right-of-way is required throughout the corridor to raise the road profile. This elevation change is needed due to the high water table, as well as to account for sea-level rise.

Some of the proposed stormwater management pond site locations have also changed. The PD&E identified seven pond location but only five will be needed. The locations were selected based on combining drainage basins and using remnant parcels resulting from mainline widening impacts. Two sites are the same as PD&E identified pond sites, while the other three are revised locations.



As a result of these design changes, additional right-of-way width is needed for the roadway mainline. Existing width varies along the corridor but is approximately 80 feet on average. The proposed design requires approximately 53 feet of additional right-of-way, resulting in the need for acquisition of approximately 16.4 acres for roadway. Due to refinement of stormwater pond needs and pond site locations, approximately 5.35 acres is required for the stormwater management design. Overall, the design changes result in a combined right-of-way need of 21.75 acres. This is an increase from the PD&E-phase estimate by 1.25 acres.



One of the unavoidable consequences of a project such as this is the necessary relocation of families or businesses. On this project we anticipate the relocation of up to seven residences and one business. These potential relocations were not previously identified during the PD&E Study, and the three potential residential relocations that were identified in the PD&E Study are no longer needed.

Shown here are areas of new right-of-way need. All right-of-way acquisition will be conducted in accordance with Florida Statute, Section 339.09 and the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970”, commonly known as the Uniform Act.

Right-of-Way Relocation and Acquisition



R = potential residential relocations

B = potential business relocations

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If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property.

You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will promptly be furnished necessary forms and notified of the procedures to be followed in making that appeal. A special word of caution – if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

The relocation specialists who are supervising this program are here tonight. They will be happy to answer your questions and will also furnish you with copies of relocation assistance brochures.

Environmental Impacts



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The proposed design will not add substantial changes to the social, economic or environmental impacts that would significantly affect the quality of the human environment.

Through the reevaluation, environmental features including archaeological and historical resources, protected species and habitat, wetlands and floodplains, stormwater management and permitting, contamination, noise, farmland, and right-of-way requirements and relocations have been reviewed.

Cultural Resources

“No historic properties affected”

April 26, 2023



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A Cultural Resource Assessment Survey was completed in 2018 and it was concluded that there would be “no historic properties affected” by the proposed project. The State Historic Preservation Officer concurred with the findings on December 19, 2018. Following the re-evaluation of archaeological features and historical resources, eighteen newly identified historic resources were recorded and evaluated. These resources were not found to be eligible for listing in the National Register of Historic Places. As a result, a finding of “no historic properties affected” was made and the State Historic Preservation Officer concurred with this finding on April 26, 2023.

Noise



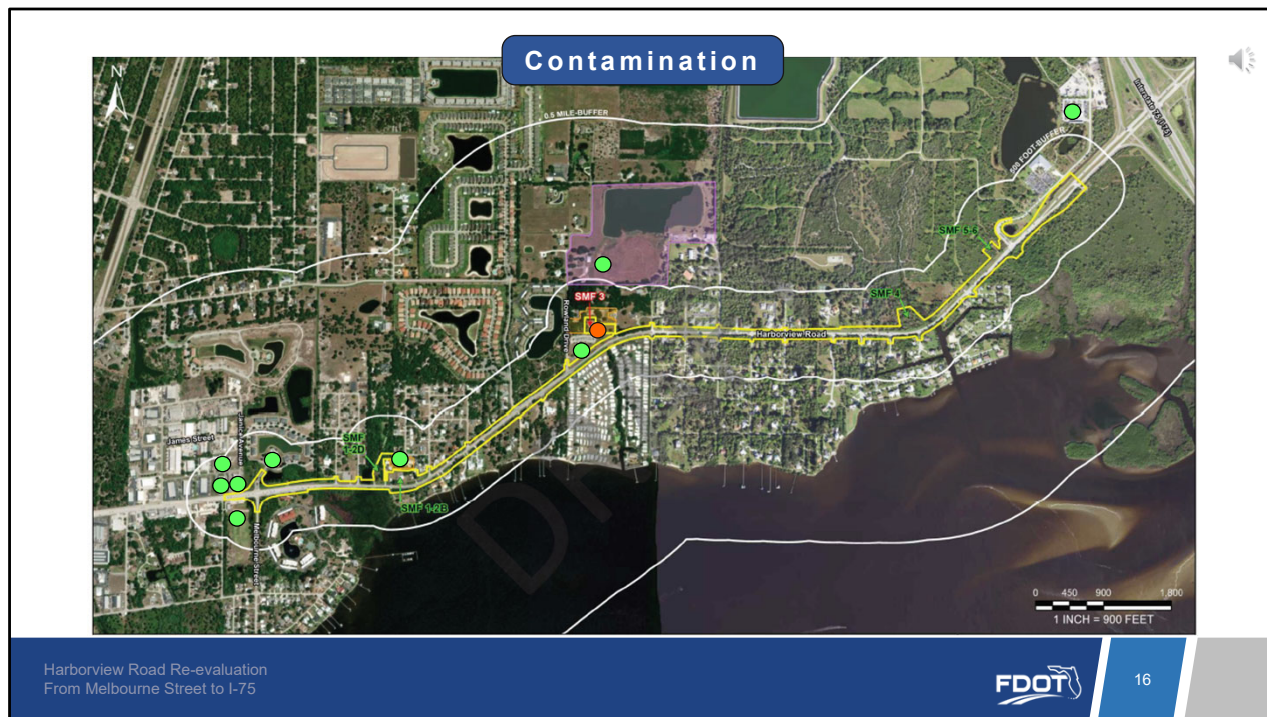
- Noise abatement measures were evaluated
- Noise specialists are available tonight if you would like additional information
- Noise barrier surveys will be sent out to the benefitted residences

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A Noise Study Report was completed in October 2018. Noise abatement measures were evaluated and five locations were found where barriers are potentially feasible and reasonable. The re-evaluation found that these locations remain potentially feasible and reasonable with some minor changes. If you'd like more information regarding traffic noise, please speak with one of our noise specialists here tonight. Noise barrier surveys will be sent to the benefitted residences to determine their support for or opposition to construction of the barriers.




A Contamination Screening Evaluation Report was completed in 2018 which identified five potential contamination sites, all with a risk rating of “No” risk for contamination. Results from the design-phase contamination screenings identified five additional contamination sites, due to proximity of the revised stormwater pond locations. All newly identified sites are considered as “No” or “Low” risk for potential contamination with one exception. One contamination site, which was ranked as “Medium” risk, is recommended for testing and the FDOT Project Manager and the District Contamination Impact Coordinator will coordinate on further actions that must be taken to address contamination issues. Before construction, specially trained crews will address contamination in this area, as required.

Florida Bonneted Bat




Smalltooth Sawfish






Protected Species


West Indian Manatee



- No adverse effects to listed species
- No adverse modification or destruction of Critical Habitat

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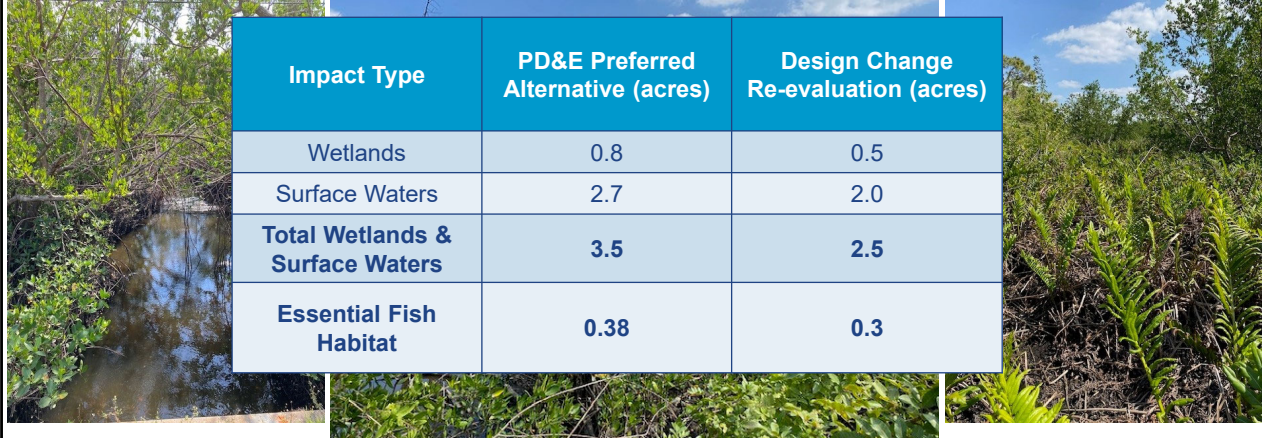


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A Natural Resources Evaluation was completed in 2019 to assess potential impacts to federal and state listed species. Consultation was initiated with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service. However, it was determined that consultation would be deferred to the design phase since detailed information was not yet available for two federally listed species, specifically, the Florida bonneted bat and the smalltooth sawfish.

This information has since been obtained, project effects have been analyzed, and it has been determined that there will be no adverse effects to any listed species. Similarly, project effects to critical habitat for the smalltooth sawfish and the West Indian manatee were evaluated and it was determined that the project will result in no adverse modification or destruction of critical habitat. The FDOT will re-initiate consultation with the federal agencies and will continue to work closely with environmental agencies to meet all environmental permitting requirements.

Wetlands and Surface Waters



Impact Type	PD&E Preferred Alternative (acres)	Design Change Re-evaluation (acres)
Wetlands	0.8	0.5
Surface Waters	2.7	2.0
Total Wetlands & Surface Waters	3.5	2.5
Essential Fish Habitat	0.38	0.3

The proposed improvement may directly impact approximately 0.5-ac of wetlands and two acres of surface waters for a total of 2.5-ac of impact. In addition, the proposed improvement may directly impact 0.3-ac of Essential Fish Habitat. These impacts are all reductions from the original PD&E estimates. The Department will take all practical measures to minimize harm to these areas and will mitigate wetland impacts resulting from this project's construction to meet requirements of Florida statutes and the United States code.

Evaluation Matrix*

Evaluation Criteria	PD&E Preferred Alternative	Proposed Design	Difference
Purpose & Need			
Improves roadway capacity	✓	✓	No change
Maximizes safety for all road users	✗	✓	Improvement
Improves resiliency to flooding and sea level rise	✗	✓	Improvement
Potential Right-of-Way Impacts			
Number of parcels impacted	71	95	24
Roadway right-of-way required (acres)	11.0	16.4	5.4
Stormwater management right-of-way required (acres)	9.5	5.35	- 4.15
Total right-of-way required (acres)	20.5	21.75	1.25
Potential business relocations	0	1	1
Potential residential relocations	3	7	4
Environmental Effects			
Archaeological/Historic sites affected	None	None	No change
Public parks or recreation areas	None	None	No change
Contamination sites (high/ medium)	0/0	0/1	0/1
Noise (potential)	Medium	Medium	No change
Wetland and surface waters (acres)	3.5	2.5	-1.0
Threatened and endangered species (potential)	Medium	Low	Reduction
Prime farmlands (acres)	1.3	0.7	- 0.6
Estimated Total Project Cost			
Design	\$4.0 M	\$5.3 M	\$1.3 M
Wetland Mitigation Cost	\$0.3 M	\$0.3 M	No change
Right-of-Way Cost	\$8.5 M	\$20.0 M	\$11.5 M
Total Construction Cost	\$29.0 M	\$48.1 M	19.1 M
Construction Engineering & Inspection	\$4.4 M	\$4.8 M	\$0.4 M
Total Project Cost	\$46.2 M	\$78.5 M	\$32.3 M

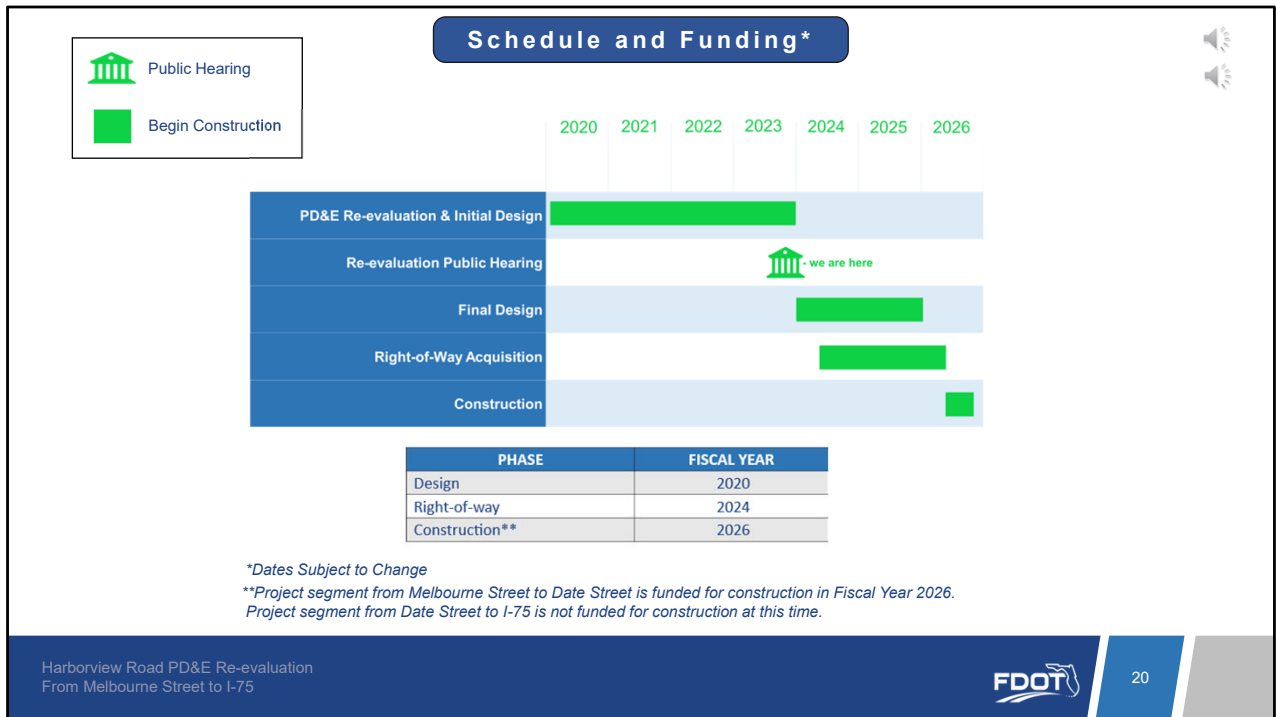
*Subject to Change

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An evaluation matrix showing a detailed comparison of the new design changes and the approved PD&E concept is provided in the project handout and is also on display here this evening. The matrix shows the changes in potential effects to the social, cultural, natural, and physical environments, and identifies preliminary estimated costs.



At this time, FDOT’s Adopted Five-Year Work Program includes funding for the design phase in fiscal year 2020 and funding for the right-of-way phase in fiscal year 2024. The construction phase for Harborview Road from Melbourne Street to Date Street is funded in fiscal year 2026. The segment from Date Street to I-75 does not have construction funded at this time. The Department anticipates completion of this re-evaluation by spring 2024.

Also on display are boards with roadway typical sections, right-of-way impact exhibits, roadway design exhibits, project location and floodplain maps, and information on Title VI, Federal and State Requirements, and how to submit project comments.

Comments

-  **IN-PERSON**
-  **DROP FORM IN COMMENT BOX**
-  **CHRISTOPHER SPEESE**
 FDOT DISTRICT ONE SOUTHWEST AREA OFFICE
 10041 DANIELS PARKWAY
 FORT MYERS, FL 33913
-  <https://www.swflroads.com/project/434965-2>

**All comments are due by
December 15, 2023**

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This public hearing is an opportunity for you to ask questions and offer comments on the design changes and re-evaluation. Project representatives are available to provide more detailed information and to address your questions.

We encourage you to review project information tonight and provide us your feedback. All comments should be submitted or postmarked by Friday, December 15th, 2023 (“December fifteenth, twenty twenty-three”) to become a part of the formal hearing record.

Port Charlotte Public Library

Location:
2280 Aaron Street, Port Charlotte, FL 33952
Monday, Tuesday, Friday, Saturday
10 a.m. – 6 p.m.
Wednesday & Thursday
10 a.m. – 8 p.m.

Phone:
(941) 764 - 5562


Punta Gorda Charlotte Library

Location:
401 Shreve Street, Punta Gorda, FL 33950
Monday & Tuesday
10 a.m. – 8 p.m.
Wednesday - Saturday
10 a.m. – 6 p.m.


Phone:
(941) 833 - 5460

Online At:

<https://www.swflroads.com/project/434965-2>




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All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review. The technical documents are also available for review until Friday, December 15th, 2023 in person at the Port Charlotte Public Library, located at 2280 Aaron Street, Port Charlotte, Florida 33952, Monday, Tuesday, Friday and Saturday from 10 a.m. to 6 p.m. and Wednesday and Thursday from 10 a.m. to 8 p.m., phone number 941 764 5562; and at the Punta Gorda Charlotte Library, located at 401 Shreve Street, Punta Gorda, Florida 33950, Monday and Tuesday from 10 a.m. to 8 p.m. and Wednesday through Saturday from 10 a.m. to 6 p.m., phone number 941 833 5460.




The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

This project is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding, and this hearing was advertised consistent with those requirements. Please see the statute display board for all other applicable requirements.

This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board.



And finally: an FDOT safety moment. This is Older Driver Safety Awareness Week. Connecting Florida’s aging road users with Safe Mobility for Life supports safe driving skills and helps them achieve mobility independence so they can continue to get around their communities whether they are driving or not. FDOT thanks you for making safety a continued priority!



Thank You For Attending
Harborview Road
from Melbourne Street to I-75
PD&E Re-evaluation

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Thank you for your interest and participation in the Harborview Road PD&E Re-evaluation public hearing and for taking the time to join us this evening.